जम्मू और कश्मीर में पर्यटकों के लिए सुविधाएं

5232. **श्री अजीत जोगी:**
श्री मूलचन्द मीणा:

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या काफी अधिक संख्या में पर्यटक/तीर्थ यात्री प्रत्येक वर्ष **वैष्णों** देवी मन्दिर, अमरनाथ मन्दिर और जम्मू तथा कश्मीर के अन्य पर्यटन केन्द्रों की यात्रा करते है;

(ख) गत तीन वर्षों के दौरान राज्य में होटलों, यात्री निवासों (टूरिस्ट लॉज) के निर्माण और पर्यटकों हेतु अन्य सुविधाएं प्रदान करने के लिए प्रत्येक वर्ष कितनी धनराशि खर्च की गई;

(ग) **क्या** आतंकवादियों ने राज्य में पर्यटकों/तीर्थ यात्रियों पर हमले किए है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) सरकार द्वारा पर्यटकों/तीर्थयात्रियों की सुरक्षा को सुनिश्चित करने के लिए क्या कदम उठाए गए हैं अथवा उठाए जाने का विचार है?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आज़ाद): (क) जी, हां। वर्ष 1994 में, 37,05,945 तीर्थ यात्रियों ने वैष्णों देवी की और लगभग 37,000 तीर्थ यात्रियों ने अमरनाथ गुफा की यात्रा की।

(ख) पिछले तीन वर्षों के दौरान, जम्मू और कश्मीर राज्य सरकार ने 2,830,.00 लाख रु० खर्च किए है जिसमें कुटीरों, यात्री निवासों, पर्यटक बंगलों, पर्यटक परिसरों, तम्बुओं में आवास के निर्माण, जल क्रीड़ा उपकरण प्राप्त करने, उत्सवों का आयोजन करने आदि जैसी पर्यटक सुविधाएं मुहैया कराने के लिए 532.31 लाख रुपए की केन्द्रीय वित्तीय सहायता शामिल है।

(ग) और (घ) राज्य सरकार को आतंकवादियों द्वारा पर्यटकों पर किए गए हमलों की कोई शिकायत प्राप्त नहीं हुई है। तथापि, आतंकवादियों द्वारा बंधक बनाए गए ब्रिटिश पर्यटकों को बाद में बिना किसी नुकसान के छोड़ दिया गया था। इसके अतिरिक्त, कुछ अज्ञात व्यक्तियों द्वारा एक अमेरिकन पर्यटक की हत्या कर दी थी।

(ङ) राज्य सरकार ने विभिन्न पर्यटक/तीर्थ केन्द्रों की यात्रा करने वाले पर्यटकों/तीर्थ यात्रियों को आवश्यक सुरक्षा मुहैया कराई थी और जहां तक आवश्यक होगा भविष्य में भी इसे बनाए रखा जाएगा।

Construction of Airport by Government and Tatas at Bangalore

5233. SHRI V. GOPALSAMY: Will the Minsitcr of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government and Tatas are presently discussing the Construction and operation of private airport at Bangalore;

(b) what is the level at which these talks are presently being held;

(c) the details of investment plans of Tatas and Government plans in this regard and whether it will be joint sector; what will be the role of National and International Airport Authority of India in new set-up;

(d) whether there will be private and ^ public equity participation in the company formed to construct this new airport;

(e) how close this new airport will be from the present HAL Airport;

(f) whether defence authorities have been taken into confidence regarding a private airport close to HAL Airport; if so, the details thereof; and

(g) whether Government will review the whole situation?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) * The Government of India has given its no objection for construction of airport of - International standards at Bangalore in Karnataka with the help of private parties. Karnataka Government have selected a consortium led by TATA - Industries to undertake construction of the project on build-own-operate basis. Airport Authority of India will provide technical assistance.

(e) The proposed new airport is —v. around 25 km. from the existing HAL airport.

(f) The matter has been sorted out in consultation with Indian Air Force. The

airspace management will be jointly operated/managed by the Civil and Defence Personnel.

(g) No, Sir.

Performance of open sky policy

, 5234. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have critically evaluated performance of "open sky" policy at the highest level to draw an action plan for healthy growth of Indian Airlines and Air India in the next 5 years with the onset of globalisation;

(b) if so, the details thereof alongwith the proposed structural changes in the \ organisational set up, if any;

(c) what are the proposals under consideration for starting new international/domestic lines during the current year and rationalisation of flight operations both international/domestic proposed, if any; and

(d) the performance of Indian Airlines/Air India during 1994-95 by standard parameters/norms and how does it compare with the corresponding previous period?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) 'Open sky policy' has been adopted only for cargo operations. On international sectors, Government continues to follow the bilateral agreements system for scheduled passenger transporation. While there is no immediate proposal of structural changes, Indian Airlines and Air India are taking steps towards integrated functioning in some sectors.

(c) Opening of new routes/ rationalisation of routes depends on their economic and commercial viability. This aspect is monitored constantly by the two airlines and changes in the operating pattern are made as and when necessary.

(d) As per the provisional figures, Air India has made a profit of Rs. 26.49 crores in 1994-95 compared to a profit of Rs. 201.90 crores in 1993-94. Indian Airlines has incurred a loss of Rs. 234.55 crores during 1994-95 compared to the loss of Rs. 258.46 crores in 1993-94. Other operational/financial parameters are being finalised.

Bogus aircraft parts

5285. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have received any report from the senior executives of Hindustan Aeronautics Ltd. on bogus aircraft parts;

(b) if so, what action Government propose to take in this regard; and

(c) whether Government will impose strict quality control measures on aircraft part produced in the market?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Government is not aware of having received arty such report. However, a Deputy General Manager of Hindustan Aeronautics Ltd. (HAL) had presented a paper entitled "High treason with bogus spares" in his personal capacity in a workshop conducted recently by the Aeronautical Society of India. The objective of the paper was to forewarn personnel working in the field of aeronautics against jnalpracticts in the world market relating to aircraft spares.

(c) The production of aircraft parts in India is undertaken by approved organisations and firms. For imported aircraft parts they must be accompanied with Approval Tag/Release Note signed by Release Note Signatory duly approved by the Airworthiness Authority of the country of manufacture.